EQUITABLE.
PREDICTABLE.
TRANSPARENT.

CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

Street Impact Fees

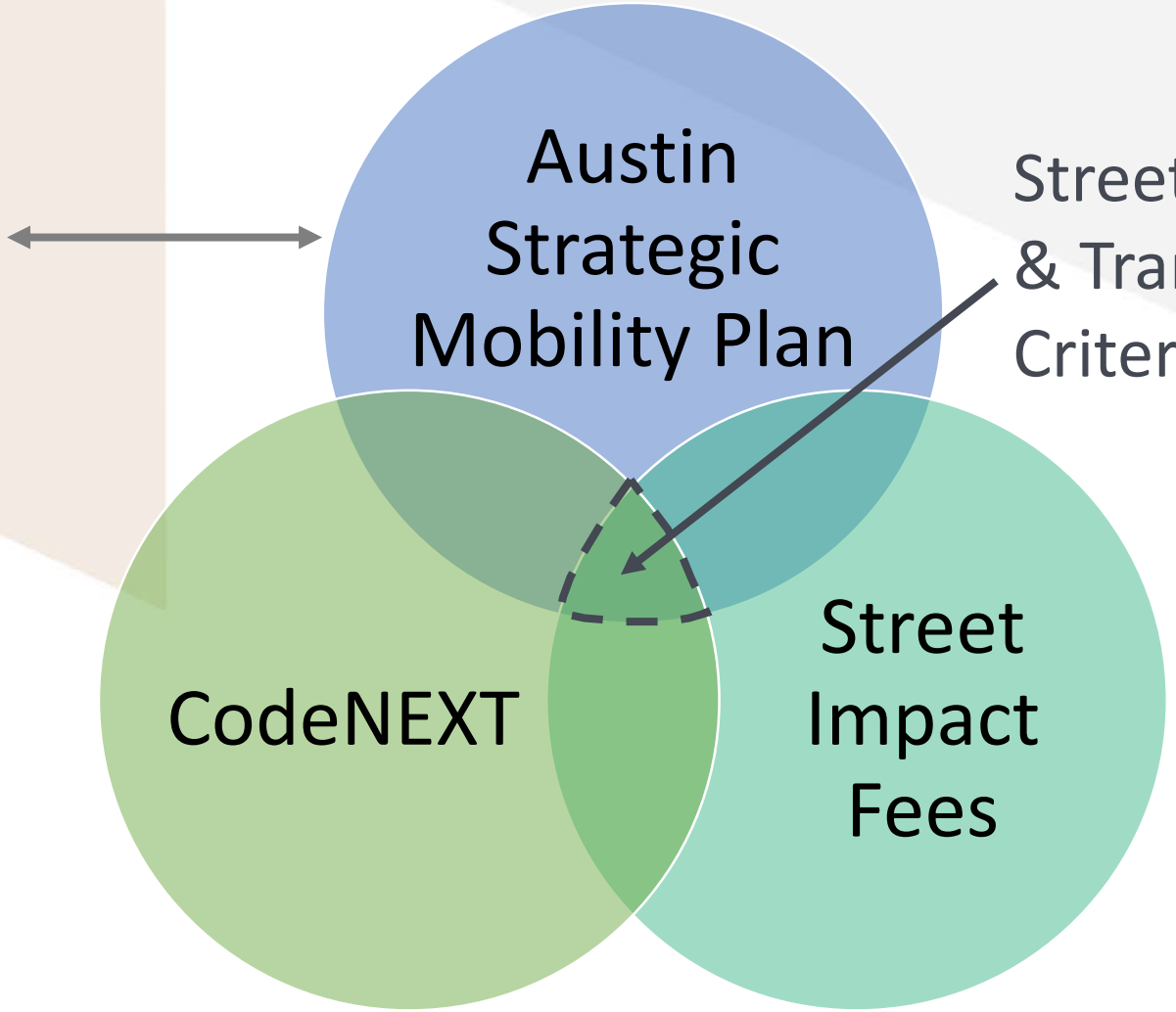
Council Mobility Committee | 06.21.17
Austin Transportation Department

Overview

- Mobility Initiatives Coordination
- What are Street Impact Fees?
- What are the Street Impact Fee Steps and Components?
- What do Street Impact Fees pay for?
- What problem are Street Impact Fees trying to solve?
- How do Street Impact Fees relate to current process?
- Project Timeline
- Public Information & Engagement

Initiatives Coordination

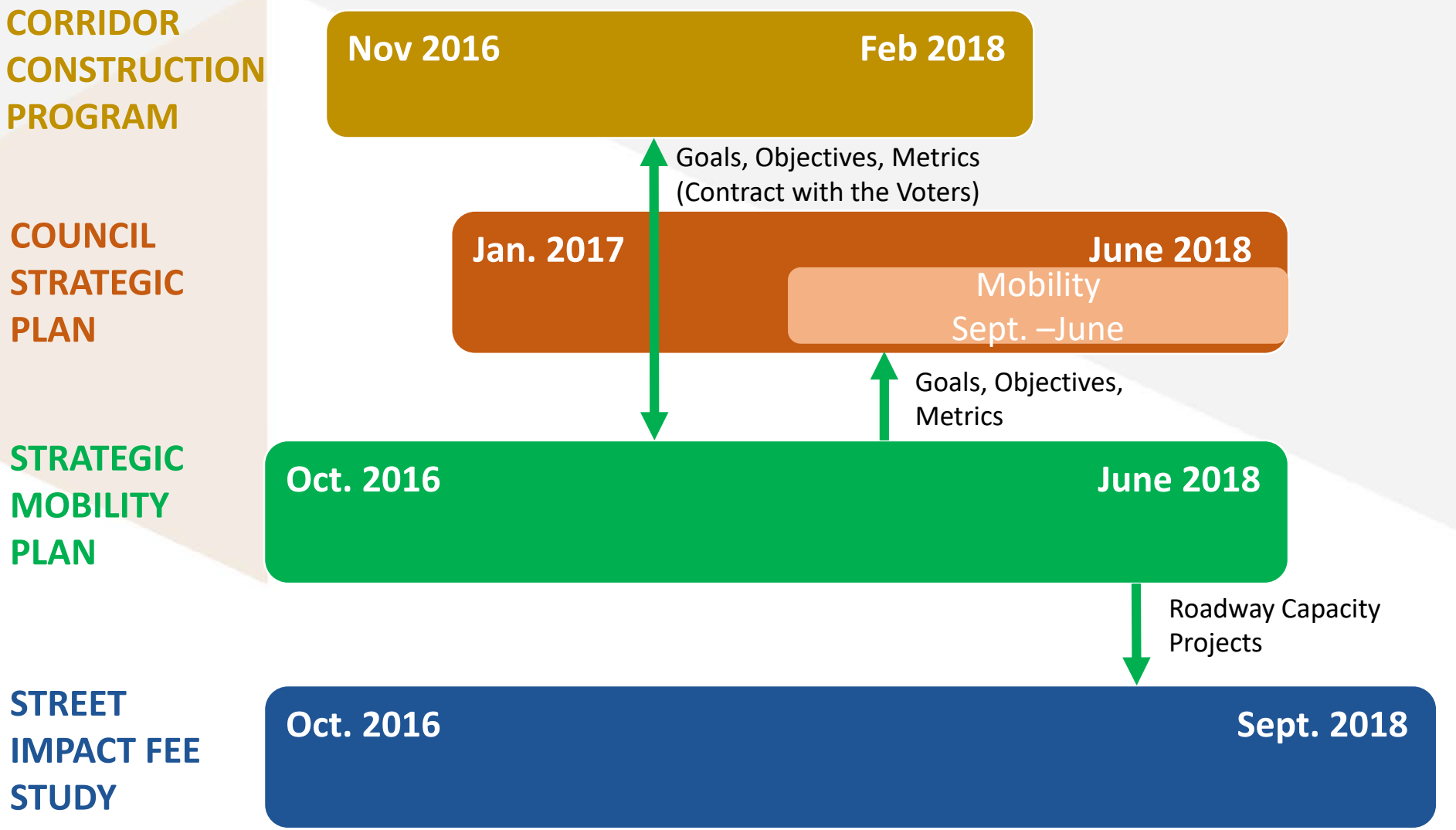
Council Strategic Plan



Street Network Table & Transportation Criteria Manual

CITY OF AUSTIN STREET IMPACT FEE STUDY SIF

Initiatives Coordination



CITY OF AUSTIN SIF STREET IMPACT FEE STUDY

What are Street Impact Fees?

- One-time fee for **New Development**
- Calculation to determine the **cost of growth** for street infrastructure

What are the Street Impact Fee Steps and Components?

- Step 1
  - Service Areas
  - Land Use Assumptions
- Step 2
  - Street Network Table
  - Street Roadway Capacity Plan
- Step 3
  - Impact Fee Calculation
  - Policy and Ordinance Adoption

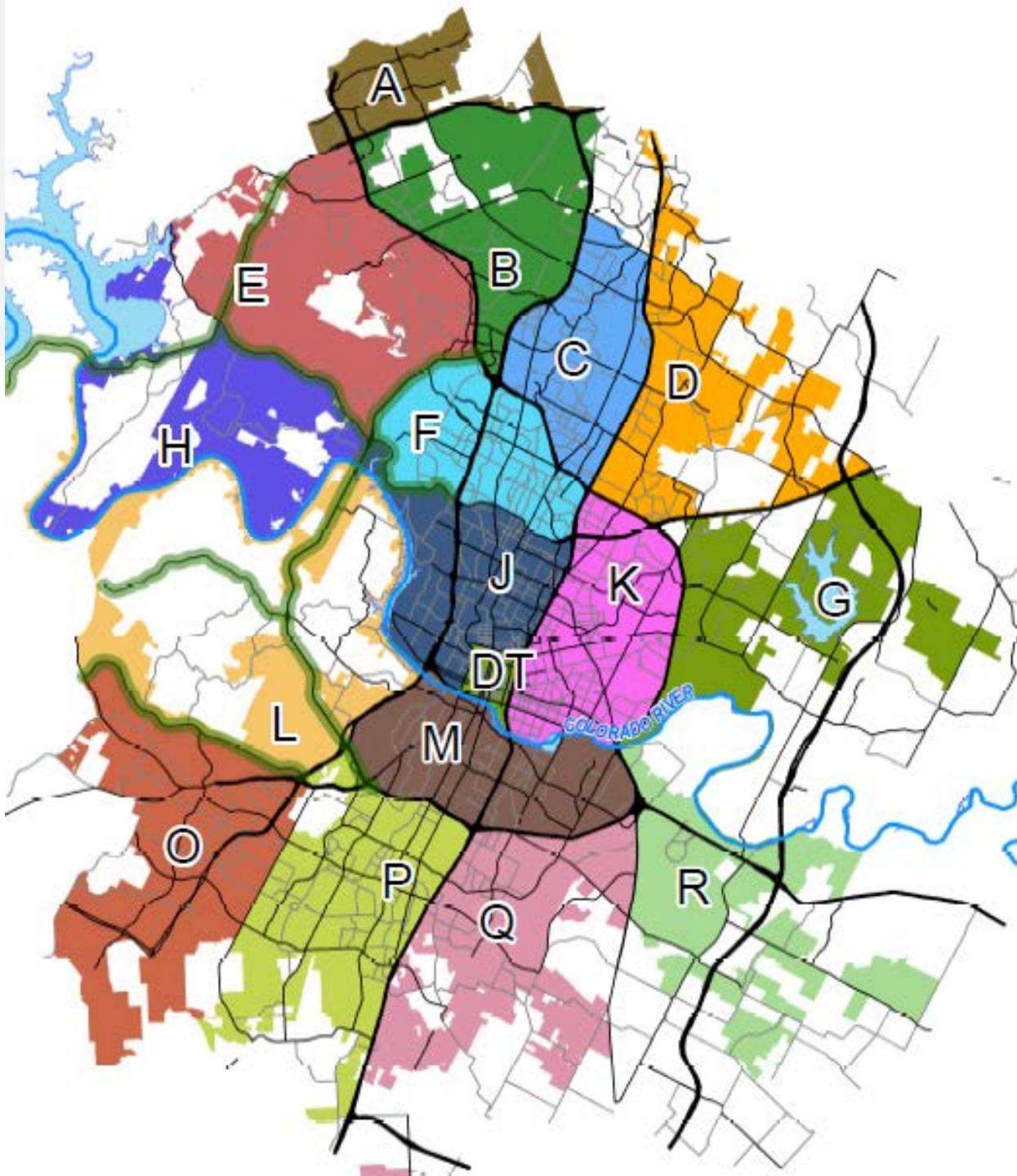
Step 1:
Service Areas

- Impact Fee Service Areas
  - Funds collected within a service area must be spent on projects within the same service area within 10 years
  - Water (Service Area: **Citywide**)
  - Sewer (Service Area: **Citywide**)
  - Street (Service Area: **~6 miles**)
    - Limited to Corporate Limits for roadways; Cannot include ETJ

Step 1: Service Areas

- Strategy
  - Geography & Transportation Characteristics
    - Colorado River
    - Hill Country
    - Downtown
    - Loop Theme
    - Highway Boundaries

- Still receiving feedback



CITY OF AUSTIN SIF
STREET IMPACT FEE STUDY

Step 1. Land Use Assumptions

- Goal: Identify 10-year **New Growth** using Imagine Austin Growth Concept, Existing Land Use and Emerging Projects data
- For SIF, service units are **trips**, which are generated based on different land use characteristics:
  - Residential trips – number of **dwelling units**
  - Employment trips – amount of **commercial square footage** (by type)
- Base year = 2017

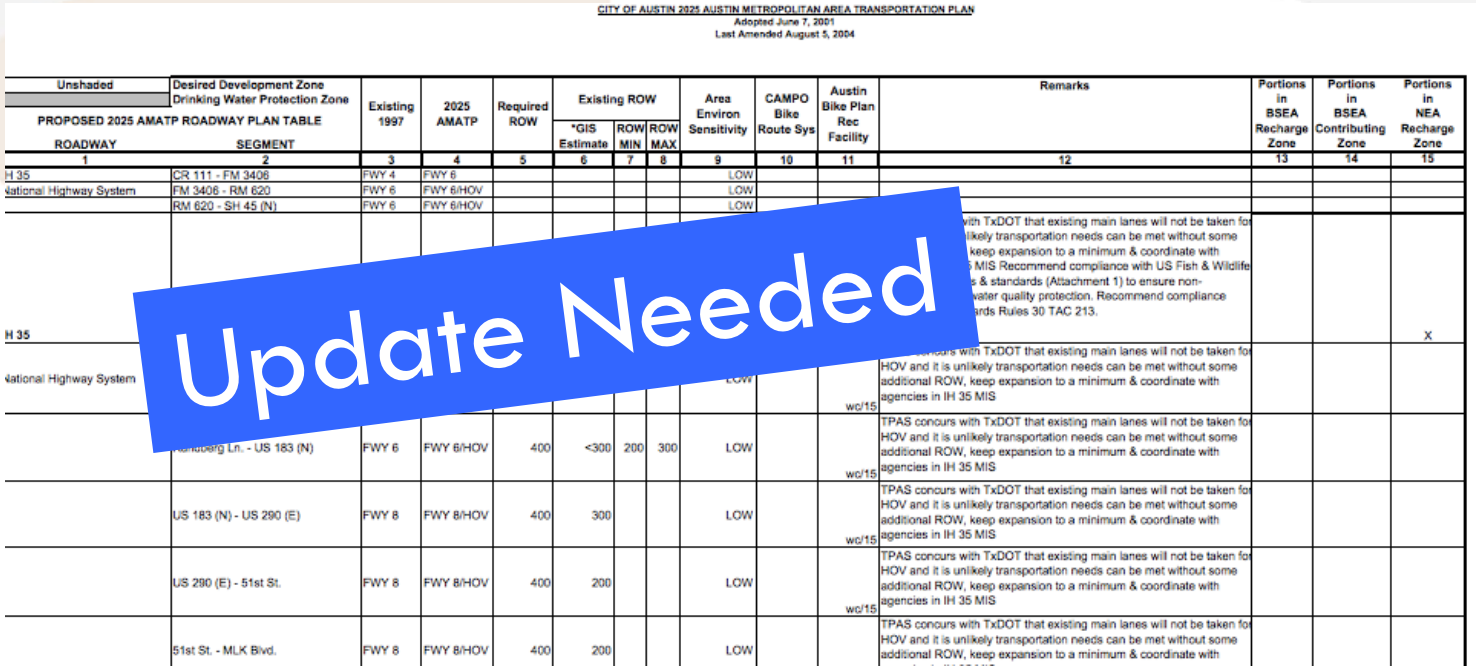
Step 1. 10-Year Growth Projections Citywide Results*

	City - Residential (Dwelling Units)			City - Employment Square Feet			
	Single Family	Multi-Family	Total	Basic	Service	Retail	Total
2017 Base Year	179,259	224,030	403,289	72,120,000	125,190,000	79,460,000	276,770,000
2027 Projections	212,125	315,316	**527,441**	84,610,000	159,060,000	109,290,000	**352,960,000**
SIF 2017-2027 Projected Growth	***32,866***	***91,286***	***124,152***	***12,490,000***	***33,870,000***	***29,830,000***	***76,190,000***

***Any changes resulting from CodeNEXT can be addressed via an amendment to SIF study.**

Step 2.

Roadway Capacity Plan (RCP)*



CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN
Adopted June 7, 2001
Last Amended August 5, 2004

PROPOSED 2025 AMATP ROADWAY PLAN TABLE

Unshaded / Desired Development Zone / Drinking Water Protection Zone		Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility	Remarks	Portions in BSEA Recharge Zone	Portions in BSEA Contributing Zone	Portions in NEA Recharge Zone
ROADWAY	SEGMENT				*GIS Estimate	ROW MIN	ROW MAX							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
H 35	CR 111 - FM 3406	FWY 4	FWY 6					LOW						
ational Highway System	FM 3406 - RM 620	FWY 6	FWY 6/HOV					LOW						
	RM 620 - SH 45 (N)	FWY 6	FWY 6/HOV					LOW						
H 35											vith TxDOT that existing main lanes will not be taken for likely transportation needs can be met without some keep expansion to a minimum & coordinate with MIS Recommend compliance with US Fish & Wildlife s & standards (Attachment 1) to ensure non- water quality protection. Recommend compliance ards Rules 30 TAC 213.			X
ational Highway System								LOW		wc/15	HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS			
	Ramsey Ln. - US 183 (N)	FWY 6	FWY 6/HOV	400	<300	200	300	LOW		wc/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS			
	US 183 (N) - US 290 (E)	FWY 8	FWY 8/HOV	400	300			LOW		wc/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS			
	US 290 (E) - 51st St.	FWY 8	FWY 8/HOV	400	200			LOW		wc/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS			
	51st St. - MLK Blvd.	FWY 8	FWY 8/HOV	400	200			LOW			TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with			

Update Needed

- **Street segment projects**
  - New Roads
  - Widening
  - Access Mangement
- **Intersection projects**
  - Signals
  - Turn Lanes
  - Special Intersections
- **Bond Projects**
  - Capacity Related

***RCP being developed with ASMP Street Network Table update.**

Step 3. Impact Fee Calculation

$$\text{Max. Impact Fee Per Service Unit} = \frac{\text{Recoverable Cost of the RCP (\$)}}{\text{New Growth (vehicle-miles)}}$$

Step 3. Policy and Ordinance

- Rate Setting
- Revenue Forecasting
- Incentives
- Implementation

What can Street Impact Fees pay for?

- Existing Needs
  - Maintenance
  - Operations
  - Complete Reconstruction (Capital)
- Growth Needs
  - Capital

Impact Fees

What can Street Impact Fees pay for?

Components that ***can*** be paid for

Capacity Related Projects:

- ✓Construction cost of capital improvements on the Roadway Capacity Plan
  - Roadways – additional lanes, bridges, sidewalks, other "appurtences" of roadway
  - Intersections – Signals, turn lanes
- ✓Corridor Planning and Preliminary Engineering
- ✓Survey and Engineering fees
- ✓Land acquisition costs
- ✓Debt Service of Street Impact Fee Plan
- ✓Study/Update Costs

Components that ***cannot*** be paid for

Non Capacity Related Projects:

- Projects not included in the Roadway Capacity Plan
- Repair, operation and maintenance of existing or new facilities
- Upgrades to serve existing development
- Administrative costs of operating the program

What problem are Street Impact Fees trying to solve?

- Determining a method for growth to pay for growth that is:
  - **Equitable**
  - **Predictable**
  - **Transparent**

How do Street Impact Fees relate to current process?

Current Process	Street Impact Fees
Sites under 2,000 daily trips do not contribute. No TIA required	All new growth would be assessed a fee and contribute to the transportation network
Mitigation (Cost) is not determine until TIA is completed	Fee (Cost) can be determined upfront
City must use fees for projects identified in the TIA	Flexibility to use fees on priority projects within Service Area

How do Street Impact Fees relate to current process?

Q: Is the Street Impact Fee calculated through a Traffic Impact Analysis?

A: No. The fee, once set and adopted by City Council, will be based on the type and intensity of the development as recorded in the building permit. If a Traffic Impact Analysis is required and identifies system-related improvements, which also appear in the Roadway Capacity Plan, the development would receive a credit for the impact fee otherwise due.

How do Street Impact Fees relate to current process?

Q: How is this different from rough proportionality?

A: Rough Proportionality is not a fee. Rough Proportionality does not require a development to contribute to the transportation network. Rough Proportionality only checks that these required improvements are fair.

Impact fees are a calculation to determine a fee that a development would pay for transportation improvements. The code via the TIA and Mitigation Ordinance are also tools to identify and require improvements.

What’s next in the project timeline?

- Austin Strategic Mobility Plan - Street Network Table update
- Roadway Capacity Plan and Cost

SIF Study Schedule

***Any changes resulting from CodeNEXT can be addressed via an amendment to SIF study.**

CITY OF AUSTIN STREET IMPACT FEE STUDY SIF

Advisory Committee Involvement

- December 1, 2016
  - Kick-off and Impact Fee 101
- February 28, 2017
  - Public Engagement Plan
  - Service Area Review
  - Land Use Overview
- April 27, 2017
  - Service Area Refinement
  - Land Use Review
- July 25, 2017
  - RCP Overview

Public Information & Engagement

- austintexas.gov/streetimpactfee
  - FAQs, 101 Handout, Schedule
- Sign-Up for Updates
- Impact Fee Advisory Committee
  - Dates will be on Website
  - “Office Hours” before Meeting
  - Next meeting – July 25

CITY OF AUSTIN SIF
STREET IMPACT FEE STUDY

Questions